

1-10. (CANCELED)

11. (NEW) A gearbox for a drive train of a motor vehicle with a driving engine (2, 41) and rear-wheel or all-wheel drive, in which gear input shaft (26, 45, 66, 68) is driven by the driving engine, gear output shaft (38, 52) technical point of view are connected with the driving engine, the gear output shaft (38, 52) are connected via a longitudinal drive shaft (61) to a rear axle gearbox, and in which gear wheels combing gear shafts are arranged, of which for each gear transmission ratio a gear wheel is seated on one of the gear shafts in a torsionally stationary manner, while the other gear wheel respectively is pivotably seated on another gear shaft and by means of coupling mechanisms or sliding sleeves (25, 35, 51, 63) can be connected to a gear shaft that is assigned to idler wheels, wherein the fact that the gear input shafts (26, 45, 66, 68) and output shafts (38, 52) have such an axial offset (a, b) that the gear input shafts (26, 45, 66, 68) and output shafts (38, 52) are not aligned coaxially to one another.

12. (NEW) The gearbox according to claim 11, wherein the gear input shafts (26, 45, 66, 68) and the gear output shafts (38, 52) are arranged axially parallel to one another.

13. (NEW) The gearbox according to claim 11, wherein by having idler wheels and the coupling mechanisms (25, 35, 51, 63) arranged on the gear input shafts (26, 45, 66, 68) and on the gear output shafts (38, 52).

14. (NEW) The gearbox according to claim 13, wherein the coupling mechanisms (25, 35, 51, 63) are designed as one or more of claw couplings, sliding sleeves and synchronizing devices that are axially displaceable on the gear shaft.

15. (NEW) The gearbox according claim 11, wherein a auxiliary shaft (46) coaxially attached to the gear output shaft (52) with at least one gear wheel (48), wherein said shaft can be connected to the gear outgoing output shaft (52) by means of a sliding sleeve (51).

16. (NEW) The gearbox according to claim 11, wherein the offset (a) as well as the arrangement of the gear shafts in the gearbox housing, designed in such a way that a longitudinal drive shaft (61) that can be attached to the gear output shaft (38) is arranged beneath the gear input shafts (26, 66, 68) as the offset (a) as well as the arrangement of the gear shafts in the gearbox housing relates to the installation position of the transmission in the body of a motor vehicle.

17. (NEW) The gearbox according to claim 11, wherein the offset (b) as well as the arrangement of the gear shafts in the gearbox housing are arranged in such a way that a longitudinal drive shaft (61) that can be attached to the gear output shaft (52) is arranged above the gear input shafts (45, 66, 68) as the offset (b) as well as the arrangement of the gear shafts in the gearbox housing relates to the installation position of the transmission in the body of a motor vehicle.

18. (NEW) The gearbox according to claim 11, wherein the gearbox designed as a double clutch transmission, in which two gear input shafts (66, 68) are preferably arranged coaxially to one another in the gearbox housing.

19. (NEW) The gearbox according to claim 11, wherein the gearbox is equipped with an automatically shifting transmission.

20. (NEW) The gearbox according to claim 11, wherein one of coupling mechanisms and sliding sleeves (25, 35, 51, 63) are operated automatically or manually with an adjusting device (67).